

Minutes - KFAMA Inc. Officers Meeting, May 27th, 2020

Attending – Susanne Koenig, James Nelson, Emily McFarland, John Womack, Lee Snyder
[due to Corona virus precautions, guest attendance was still restricted]

N.B. Road repair plans discussed at the board meeting are outlined in these Minutes. Closely related decisions were made at a subsequent on-site meeting with Lee, James and Susanne. Notes from that follow-up June 1st meeting are added at the end of these Minutes.

Treasurer's Report and Financials

Cash Flow Statement – As of May 27th, Balance = **\$92,662**. Of that total, \$39,884 is to be held aside in the 'Reserve for Snow Removal and Other Emergencies.' Although some funds are already committed, that means the amount available for project expenditures is **\$52,778**.

Administrative

Rules and Regulations proposed – A three-page draft of community rules was presented for review. With minor revisions, it was accepted unanimously. **"Rules and Regulations to Promote: Property Protection, Safety and Community Courtesy within Keyes Ferry Acres"** is now ready to be posted on the website. Once the 20-day public notice requirement has been satisfied, the rules will be considered officially enacted and enforceable. To publicize the rules more widely to the community, the pages will be posted outdoors in four locations.

ATV Policy – there was discussion about using downed trees to block ATV paths. We are waiting for a price quote for cutting dead trees in the field near the entry at Keys Gap/Cedar Hill Road. The fallen tree trunks could potentially be used to form barricades. With a group of friends/recruited volunteers, James will discuss a proposal to cut trees at the river access area. The idea would be to expand the open grassy area and use the cut trees to block nearby ATV paths. If positive response, then KFAMA may provide pizza and drinks, or contribute toward a cookout for a 'Volunteer Project Day.'

Road Safety and Signage

"Road Closed" signs – ten signs were ordered. They have arrived and are ready for installation. Where possible, they will be added to existing sign posts. Availability of posts to install the remaining signs has to be checked. The Fire Chief is to be contacted to see if he wants input on where to locate the signs.

Road Care/Maintenance issues

Dead tree removal – landscapers have been shown a prominent tree beside the pond at the end of McArthur; it has a large hanging branch that needs to be cut and removed. Cost can be included as part of roadside trimming job described below (first item, next page).

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Roadside trimming – overgrowth needs to be cut away from hydrant and roadsides along Lakeview and Burkett Road to Renie Drive. James will meet with landscapers to show scope of work to get cost quote. He'll discuss with K&E whether renting shredder for branches & small trees may be more cost effective than hauling brush away.

Cedar Hill Drive trimming. Some sections of roadside trimmed were dense, and extensive hauling contributed to high cost of clearing roadside line of sight. Cost totaled \$5200.

Cedar Hill Drive – US Paving and Asphalt Unlimited (operated by Brian Frazee), had been contacted about asphalt pricing. Quote from Asphalt Unlimited was more favorable (\$142/ton). Unanimously, the decision was to commit to order 50 tons of asphalt at about \$7100 for scratch paving and pothole repair along Cedar Hill Drive. Since unsure how far 50 tons will cover, worst spots will be marked as priority (in orange); 'acid' green will mark spots for repair if enough material remains available. If 50 tons nearly completes covering most marked spots, it was agreed to potentially order an additional 20 tons (\$2840) to extend the repair as far as possible.

Speed humps. Installing a speed hump (at about 3" deep and 12' wide) was estimated to require roughly as much as five tons of asphalt. Therefore, it was decided that even a single asphalt speed hump is not presently practical.

Wagon Trail and White Dogwood. To clear ditch and spread a layer of gravel for maintenance upkeep, about \$5,000 cost is expected. Quote needed from Kevin Grove.

Scarlett Oak. Future work by Jefferson Utilities could contribute toward road work done there, so KFAMA should wait until that is complete before proceeding.

Lakeview and Burkett. Adhering quality of our supply of millings will need to be evaluated to see if they will work to provide maintenance upkeep layer along these roads. If so, it would mean a significant savings.

Short Drive Cluster Mailboxes. We are waiting for a price quote to install a concrete step along base of mailbox foundation to improve access to mailboxes.

Renie Drive – upper and lower sections. Decision about extent of repair work on Renie will depend on price quotes, being sought from Grove Enterprises.

Future work to consider: Additional paving on Cedar Hill, Wagon Trail, Greenwood and Short Road. Also work on Greentree, and Scarlett Oak.

See next page for: **Notes from June 1st on-site meeting with Lee, James and Susanne to mark Cedar Hill Drive for Repairs and Discuss Various Dead or Impaired Trees**

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Notes from June 1st on-site meeting with Lee, James and Susanne to mark Cedar Hill Drive for Repairs and Discuss Various Dead or Impaired Trees

Field by entry at Cedar Hill Drive and Keys Gap Road:

- 1) **Monster Sycamore** (at edge of parking area near lake). Though it looks scraggly, some leafing signals viability. It merits monitoring but, for the present, the decision was to let it stand.
- 2) **Dead trees in field.** Three dead trees (in vicinity of the mailboxes on Keys Gap), have been marked (white "X") to be cut down. A fallen tree and its nearby 30"-high tree trunk have also been marked for removal. Can any/all of these be chipped for disposal? If so, ***what to do with the chips?***
Otherwise how/where dispose? *What is least costly means of disposal?* Need to check with K&E. The trees marked are probably pines. They could potentially be used as firewood. The tree trunks are too large to be chipped with a small chipper.
- 3) **Hillside along fence line.** Near the end of mowing season, the hillside running along the fence line should get at least a single mowing/bush hogging to suppress bushy growth.

Sprouse Road:

- 4) **Sprouse Road Repair.** Kevin will need to provide a price quote. Work proposed—
 - a) opposite Campbell residence driveway, deepen the present cut intended to divert runoff from the upper road into the wooded area (along the west side)
 - b) starting at lower side of Campbell driveway, cut a V-shaped drainage ditch along eastern edge of Sprouse down to the culvert near the intersection with Cedar Hill
 - c) shape road with grading bucket; fill gouges with material removed from drainage ditch excavation (if shale, not top soil), plus gravel or millings; and grade so that the length of the road slopes down toward the east side
 - d) homeowner Campbell should be contacted to alert him of intended work to be certain he has no objection

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Notes from June 1st on-site meeting - *continued*

Cedar Hill Drive:

- 5) **Tree at edge of Cedar Hill Drive** (opposite Campbell home). Over the weekend, a tree was identified that had been pushed from behind by another fallen tree. It is weighed down with extensive vines causing it to lean so that, if it fell, it would block Cedar Hill Drive.
 - a) decision was to leave the main trunk of the tree alone (and also leave a nearby similar large tree), but__
 - b) remove the vines and cut the main limb leaning out over the road. And__
 - c) cut branches from the nearby fallen tree back further from the edge of the road.

- 6) **Areas marked to receive asphalt patching.** Worst spots along Cedar Hill Drive were marked with orange paint; green marked secondary priority spots (to be filled if extra asphalt remains).

Wagon Trail Road (between Cedar Hill Drive and Walnut Hill):

- 7) **Wagon Trail water run-off management.** Along a section of hillside on the western side of Wagon Trail Road just above house #144, make a few cuts through the berm to divert water to an existing ditch about 12 feet away from the road's edge. (Contract Kevin Grove to do work/?)

- 8) **Wagon Trail Road repair.** Between Cedar Hill Drive and Walnut Hill, along a stretch of generally intact asphalt surface there are a few especially bad spots with deep, wide, uneven pot holes. These were marked in green (secondary priority), but there was agreement that if realistically feasible within our asphalt budget, ideally these spots should be repaired.

Next regular officers' meeting: 2pm June 24th (fourth Wednesday of month)

Location – Conference Room, 270 Industrial Blvd., Kearneysville